टॅक्सी व ऑटोरिक्षांचे भाडेदर सूत्र विहित करण्याकरीता श्री.बी.सी.खटुआ समितीने केलेल्या शिफारशींच्या अंमलबजावणीबाबत

महाराष्ट्र शासन
गृह विभाग
शासन निर्णय क्रमांकः एमव्हीआर-०५१५/प्र.क्र.२४४/परि २

मादाम कामा मार्ग, हुतात्मा राजगुरू चौक,
मंत्रालय, मुंबई.
दिनांक :- ०९ मार्च, २०२०.

संदर्भः-

१) शासन निर्णय क्र.एमव्हीआर-१११९/प्र.क्र.९६६/परि-२, दि.१३.०४.२०१२.
२) शासन निर्णय क्र.एमव्हीआर-०७१२/प्र.क्र.४०(१)/परि-२, दि.२८.०९.२०१२.
३) शासन निर्णय क्र.एमव्हीआर-०५१५/प्र.क्र.२४४/परि-२, दि.०२.०६.२०१५.
४) शासन निर्णय क्र.एमव्हीआर-०५१५/प्र.क्र.२४४/परि-२, दि.१०.१०.२०१६.
५) शासन निर्णय क्र.एमव्हीआर-०५१५/प्र.क्र.२४४/परि-२, दि.०३.०६.२०१७.
६ शासन निर्णय क्र.एमव्हीआर-०५१५/प्र.क्र.२४४/परि-२, दि.०९.०८.२०१७.
७) शासन निर्णय क्र.एमव्हीआर-०५१५/प्र.क्र.२४४/परि-२, दि.२९.०९.२०१७.
८) श्री.बी.सी.खटुआ, संचालक, मुंबई ट्रान्सफार्म सपोर्ट युनीट व समिती अध्यक्ष यांचे पत्र क्र.MTSU/T&AR Committee/२०१७/१०, दि.०९.१०.२०१७.
९) अपर परिवहन आयुक्त, महाराष्ट्र राज्य यांचे पत्र क्र.पआका/का-१/तक्रार/नस्ती क्र.४६/२०१२/३/२०१७/जा.क्र.१६५१०,दि.०६.१२.२०१७.

प्रस्तावना :-

राज्यातील ऑटोरिक्षा/टॅक्सीचे भाडेदर सूत्र विहित करण्याकरीता संदर्भाधिन क्र.१ येथील दि.१३.०४.२०१२ च्या शासन निर्णयान्वये श्री.पी.एम.हकीम यांच्या अध्यक्षतेखाली समिती गठीत करण्यात आली होती. उक्त समितीच्या अहवालातील शिफारशी संदर्भाधिन क्र.२ येथील दि.२८.०९.२०१२ च्या शासन निर्णयान्वये शासनाने स्विकृत केलेल्या आहेत. दरम्यानच्या काळातील परिवहनसेवेतील धोरणे, तद्नुषंगाने बदललेली परिस्थिती व श्री.हकीम समितीच्या स्विकृत केलेल्या शिफारशी यांचा तुलनात्मक अभ्यास करुन आढावा घेण्यासाठी संदर्भाधिन क्र.३ येथील दि.०२.०६.२०१५ च्या शासन निर्णयान्वये मा.उच्च न्यायालयाच्या माजी न्यायमुर्ती यांच्या अध्यक्षतेखाली त्रिसदस्यीय समिती स्थापन करण्यात आली. तथापि, मुंबई उच्च न्यायालयाच्या सेवानिवृत्त न्यायामुर्तींनी ईच्छूकता दर्शविली नसल्याने संदर्भाधिन क्र.४ येथील दि.१०.१०.२०१६ च्या शासन निर्णयान्वये श्री.बी.सी.खटुआ, संचालक, मुंबई ट्रान्सफॉर्मेशन सपोर्ट युनिट यांच्या अध्यक्षतेखाली तीन सदस्यीय समिती गठीत करण्यात आली. तद्नंतर संदर्भाधिन क्र.५ येथील दि.०३.०६.२०१७ च्या शासन निर्णयान्वये उक्त समितीकडे महाराष्ट्र सिटी टॅक्सी नियम-२०१७ च्या नियम ११ नुसार राज्यातील समुच्चयक टॅक्सींचे कमाल व किमान भाडेदर सुत्र निश्चित करण्याचे कामकाजही सोपविण्यात आले. समितीने उपरोक्तप्रमाणे संदर्भाधिन क्र.८ येथील दि.०९.१०.२०१७ च्या पत्रान्वये अहवालाची इंग्रजी प्रत शासनास सादर केली. सदर अहवालातील शिफारशींबाबत संदर्भाधिन क्र.९ येथील दि.०६.१२.२०१७ च्या पत्रान्वये परिवहन आयुक्त कार्यालयाने शासनास

अभिप्राय सादर केले. परिवहन आयुक्त कार्यालयाचे उक्त अभिप्राय लक्षात घेवून अहवालातील शिफारशींवर निर्णय घेण्याची बाब शासनाच्या विचाराधिन होती.

शासन निर्णय :-

राज्यातील ऑटोरिक्षांचे/टॅक्सींचे भाडेदर सूत्र विहित करण्याकरीता श्री.बी.सी.खटुआ समितीने शासनास सादर केलेला अहवाल हा जनतेच्या माहितीसाठी मोटार वाहन विभागाच्या www.transport.maharashtra.gov.in या संकेतस्थळावर देखिल प्रसिध्द करण्यात आलेला आहे.

२. श्री.बी.सी.खटुआ समितीने सादर केलेल्या अहवालातील शिफारशी व त्यावरील परिवहन आयुक्त यांचे अभिप्राय विचारात घेऊन शिफारशीनिहाय शासनाने घेतलेले निर्णय या शासन निर्णयासोबत जोडलेल्या विवरणपत्रात नमूद केले आहेत.

३. शासनाने स्विकृत केलेल्या शिफारशींच्या अंमलबजावणीची जबाबदारी परिवहन आयुक्त, महाराष्ट्र राज्य यांची राहील.

४. राज्यातील सर्व प्रादेशिक परिवहन प्राधिकरणांनी या शासन निर्णयासोबत जोडलेल्या विवरणपत्रातील निर्णयानुसार पुढील कार्यवाही करावी.

५. सदर शासन निर्णय महाराष्ट्र शासनाच्या www.maharashtra.gov.in या संकेतस्थळावर उपलब्ध करण्यात आला असून त्याचा संकेताक २०२००३०९१०५२३३१८२९ असा आहे. हा आदेश डिजीटल स्वाक्षरीने साक्षांकित करुन काढण्यात येत आहे.

महाराष्ट्राचे राज्यपाल यांच्या आदेशानुसार व नांवाने.

NITIN JYOTINATH GHIRATKAR

Digitally signed by NITIN JYOTINATH GHIRATKAR
DN: CN = NITIN JYOTINATH GHIRATKAR, C = IN, S = Maharashtra, O = GOVERNMENT OF MAHARASHTRA, OU = HOME DEPARTMENT GOVT OF MAHARASHTRA
Date: 2020.03.09 15:04:48 +05'30'

(नि.ज्यो.घिरटकर)
कार्यासन अधिकारी, महाराष्ट्र शासन

प्रत,

१) मा. राज्यपाल यांचे प्रधान सचिव, राजभवन, मलबार हिल, मुंबई
२) मा. मुख्यमंत्री यांचे प्रधान सचिव / सचिव, मंत्रालय, मुंबई
३) मा. उपमुख्यमंत्री यांचे खाजगी सचिव, मंत्रालय, मुंबई
४) सर्व मा.मंत्री/मा.राज्यमंत्री, मंत्रालय, मुंबई
५) मा.अध्यक्ष, विधानसभा यांचे खाजगी सचिव, विधानभवन, मुंबई
६) मा.सभापती, विधानपरिषद यांचे खाजगी सचिव, विधानभवन, मुंबई
७) मा.उपाध्यक्ष, विधानसभा यांचे खाजगी सचिव, विधानभवन, मुंबई
८) मा.उपसभापती,विधानपरिषद यांचे खाजगी सचिव, विधानभवन, मुंबई
९) मा.विरोधी पक्षनेता (विधानसभा) यांचे खाजगी सचिव, विधानभवन, मुंबई
१०) मा.विरोधी पक्षनेता (विधानपरिषद) यांचे खाजगी सचिव, विधानभवन, मुंबई
११) मा. संसद सदस्य (महाराष्ट्र राज्यातील)

१२) मा.विधानसभा सदस्य (सर्व)

१३) मा.विधान परिषद सदस्य (सर्व)

१४) मा. मुख्य सचिव, मंत्रालय, मुंबई

१५) परिवहन आयुक्त, महाराष्ट्र राज्य, मुंबई

१६) श्री.बी.सी.खटुआ, संचालक, मुंबई ट्रान्सफॉर्मेशन सपोर्ट युनिट (व्दारा-परिवहन आयुक्त, महाराष्ट्र राज्य, मुंबई)

१७) अध्यक्ष, परिवहन प्राधिकरण (सर्व)

१८) सदस्य, परिवहन प्राधिकरण (सर्व)

१९) सदस्य सचिव, परिवहन प्राधिकरण (सर्व)

२०) प्रादेशिक परिवहन अधिकारी (सर्व)

२१) निवडनस्ती (परि-२).

शासन निर्णय क्रमांक : एमव्हीआर-0515/प्र.क्र.244/परि-2,दि.09.03.2020 या सोबतचे विवरणपत्र

टॅक्सी व ऑटोरिक्षांचे भाडेदर सूत्र विहित करण्याकरीता श्री.बी.सी.खटुआ समितीने सादर केलेल्या अहवालातील शिफारशींबाबत शासनाने घेतलेले निर्णय.

अ.क्र.	परिच्छेद क्र.	शिफारस	शासन निर्णय
1	2.6	**Suggestions of Consumer Forums.** i) Efficient services of taxis and auto rickshaws are not available at present inspite of several service providers. ii) Supply – demand gap in public buses as well as taxis and auto rickshaws results in serious inconvenience for the public. Therefore, the supply side needs to be augmented.	समितीची शिफारस मान्य करण्यात येत आहे.
2	3.2.1	Even assuming that all taxis are purchased partly on borrowed capital, the car loans are generally given for a limited period of 5 to 7 years. The taxi owner also has to typically invest the margin money which is about 25%. The Committee has elsewhere recommended that the taxi should be permitted to ply only for 15 years and not 20 years as at present. In other words, the share of capital that is liable to incidence of interest in the total useful life of the taxi is "X (0.75 x 7/15), i.e., 0.35X where 'X' stands for the cost of acquisition of the taxi. The same 75% share of capital cost becomes the taxi owner's own funds for the remaining 8 years of its useful life which comes to a weight of 0.40X in the total capital. Together with the margin money of 0.25X, this becomes the taxi owner's own funds. The cost of capital of the borrower, i.e., the taxi owner on this 0.65X share is effectively the opportunity cost of his own funds which can be considered on the basis of the interest fetched by a one-year fixed deposit in the nationalized bank. In other words, the real cost of capital for acquisition of the taxi is (0.35X x rate of borrowing) + (0.65X x rate of interest on a one year fixed deposit in a nationalised bank). This will be his return on capital.	समितीची शिफारस मान्य करण्यात येत आहे.
3	3.2.2	In view of these facts, it is not appropriate to consider interest on car loan as the appropriate measure of the return on investment which is the total car price for the total useful life. Cost of capital would, therefore, be a more appropriate measure of the return on capital deployed. As explained earlier, this can be calculated on the basis of the weighted average of the interest paid on the borrowings for the loan period and the interest payable on a one-year fixed deposit of a nationalized bank for the rest of the car price and for the rest of the period.	समितीची शिफारस मान्य करण्यात येत आहे.

अ.क्र.	परिच्छेद क्र.	शिफारस	शासन निर्णय
4	3.2.3	Even another factor which militates against the Hakeem Committee approach on this count is the calculation of purchase price. It has relied on the age wise classification of the present taxi fleet and assumed different prices for taxis of different vintages and has calculated the weighted average price of the entire fleet at Rs.1,83,180/- as against the weighted average price of the latest inclusions into the fleet at Rs. 3,40,320/-. Such assumptions will lead to undercompensation of the latest taxis, which is not based on sound financial and accounting principles. This tantamounts to penalising the new taxis inspite of providing better riding comfort and environment to the commuter. A more appropriate approach is to calculate the weighted average cost of this entire fleet at the latest prices and give the cost of capital on the weighted average price as the fair return on investment. Models with negligible share in the total fleet could be ignored for calculating the weighted average price. This will provide fair return to the latest models. Even the inflation-adjusted cost of other models would also be close to this figure and hence, can be considered as a rational basis for earning a return on such older cars at today's price. As the fleet composition changes from time to time, the weighted average cost / price of the taxis will change in future years.	समितीची शिफारस मान्य करण्यात येत आहे.
5	3.3.1	The Hakeem Committee has considered 12 years or 4,50,000 kms as the useful life of a taxi and has assumed salvage value at 10%. Then it divided rest of the 90% value by 12 to arrive at the annual depreciation amount by straight line method. However, while applying this principle to the actual calculation of depreciation, it has calculated the depreciation on older models by assuming different residual values (other than book residual values) for taxis of different vintages and then taken the weighted average of all such assumed annual depreciation values to arrive at an annual depreciation value of Rs. 15,821. There is no rational basis to these assumptions. As stated in the preceding para 3.2 on cost of capital, for the latest models of taxis costing on an average Rs. 3,40,320 in 2012, the depreciation calculated by the Hakeem Committee formula comes to Rs. (3,40,320 – 10%) / 12, i.e., Rs.25,524. Thus, their depreciation is under-estimated and under-provided by Rs. (25.524-15,821), i.e., Rs. 9,703. This formula, therefore, under-compensates the latest models. For the same reasons as explained in the preceding para 3.2 on interest Vs. cost of capital, such unwitting penalization of the latest models is neither fair nor does it fit in with the principles of financial accounting. Hence, it will be more quitable and financially justifiable to provide depreciation of the full value of the latest weighted average price over the useful life of the taxi after deducting a fair salvage value.	समितीची शिफारस मान्य करण्यात येत आहे.

अ.क्र.	परिच्छेद क्र.	शिफारस	शासन निर्णय
6	3.3.2	This Committee has recommended, in the interest of consumer comfort and environment protection, to limit the useful life of a black and yellow taxi to a maximum of 15 years. The salvage value at the end of that period wouldessentially be the material value of the taxi which can be assumed at 5%. The rest of the latest weighted average price of taxis divided by 15 will give the annual depreciation to be allowed. As explained in the preceding para 3.2 on cost of capital, this will not be an undue over-compensation of the older models when their historical prices are updated / adjusted for inflation to the current value of the price index.	समितीची शिफारस मान्य करण्यात येत आहे.
7	3.4.1 ते 3.4.5	**3.4.1** In order to determine the daily average distance travelled and quantum of idle, run, the Hakeem Committee had carried out test checks through the officials of the Motor Vehicles Department in May and June, 2012 by following selected taxis for specified periods along with the representatives of consumer organizations like the Mumbai Grahak Panchayat and of taxi unions, to get details such as (i) consumption of fuel, (ii) number of paying trips; (iii) total distance covered; (iv) idle distance involved; (v) revenue earned; (vi) waiting time at CNG filling station etc. This information was attested by the operator of the vehicle, representatives of consumer organizations and taxi unions and the officials of the Motor Vehicles Department in respect of 48 taxis in Mumbai. A normal shift of taxis in Mumbai is for 10 to 12 hours, i.e., an average of 11 hours.The information stated above was collected for shorter periods. Afterconverting the total distance travelled to 10 - 12 hours (average 11 hours), it was found that it varied from 52.3 kms to 160.8 kms. Of these 48 vehicles, 26vehicles (54% of the vehicles) had the total distance (converted into 10 – 12 hourperiods) above 94 kms (including idle distance) and revenue earning distanceabove 78 kms (excluding idle distance). However, to be on the safer side, Hakeem Committee considered 75 kms as the productive run per shift and the idle run at 20%, thereby assuming the total run at 94 kms. However, based on the actual study results, the idle distance travelled works out to 16 kms, i.e., about 17%. The Hakeem Committee seems to have played cautious and fixed the revenue earning distance at a more conservative 75 kms, thereby considering almost 20% as the idle run. **3.4.2** The present Committee has gathered the latest data of black and yellowmetered taxis operating on the Ola cabs (App based Aggregator) platform onmetered pricing basis. A pilot study was also conducted on black and yellowtaxis with a control group (operating purely on street hailing) and an experimentgroup operating on dynamic pricing of Uber Cabs' App based technologyplatform. The Ola Cabs data is based on an average of 3500 taxis operating on itsplatform and the pilot study data on a sample of 13 of each (control andexperiment) group. However, the experiment group of taxis was allowed toundertake street hailing business along with app-based calls. While the blackand yellow taxis	समितीची शिफारस मान्य करण्यात येत आहे.

अ.क्र.	परिच्छेद क्र.	शिफारस	शासन निर्णय
		operating on the Aggregators' App-based platform (whether onmetered price as on Ola or dynamic price as on Uber) clocked 117 to 120 kmstotal run, the control group taxis achieved only 86.4 kms per shift. Butsurprisingly, all 3 groups showed an average of 15 to 17% idle run. Even the Hakeem Committee experiment in 2012 also threw up an idle run of 17%. Thisdata is presented in a summarized form below.	

Name of Aggregator	Black & Yellow Fleet size	Average daily working hours	Average total distance travelled per day	% of idle run kms.	Revenue earning km per day	Fuel cost incurred
1	2	3	4	5	6	7
Ola	3500	3 to 4 hrs on app Total 10-11 hrs	120 km	About 15%	100 - 102 kms (roughly 85% of total km)	Rs. 300/-
Uber (Treatment Group) $	26	10 hr 30 min	117 km	16.70%	97.4 kms	Rs. 304.4 (Rs. 2.60 per km)
Uber (Control Group) #	24	10 hr 52 min	86.4 km	16.20%	72.4 kms	Rs. 263 (Rs. 3.04 per km)
Hakeem Report actual finding	26	Converted to 10 to 12 hrs	94 km	17%	78 kms	Rs. 2.51* (when CNG rate was Rs.33.10)
Hakeem Report recommended values	26	Converted to 10 to 12 hrs	94 km	20%	75 kms	Rs. 2.51* (when CNG rate was Rs.33.10)

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		$- In the Uber pilot study in Treatment Group, 26 taxis were attached to Uber app and they were allowed to do street hailing also. # - In the Uber pilot study in Control Group, 24 taxis were not attached to Uber app. However, they were required to maintain a diary reflecting above details. **3.4.3** Hence, the Committee would favour a moderate but safe idle run percentage of 18% instead of the 20% finally assumed by the Hakeem Committee. Besides, since the Hakeem Committee experiment had a much larger sample than the recent pilot study, its average total run can be adopted. Besides, there are no disputes about the total kilometers per shift (at 94 kms) among consumers and drivers. Accordingly, the Committee has decided to adopt the total per shift run as 94 kms with 18% idle run and the productive run (revenue earning kms) per shift is fixed at 77 kms. **3.4.4** The kilometers achieved per kg of CNG depend on various factors including the make, model and mechanical condition of the car. The test check on 39 taxis in Mumbai carried out by the Hakeem Committee had indicated that the fuel consumption in terms of kms per kg of CNG varied between 12.25 kms to 27.15 kms, with 21 vehicles (54% of the vehicles) recording more than 17 kms per kg. Accordingly, the Hakeem Committee decided that the average distance covered per kg of CNG may be fixed at 17 kms for the taxis. **3.4.5** However, the black and yellow taxi fleet composition has undergone a substantial change with the phasing out of older models and introduction of various new models since then. Today, Wagon R, Santro, Maruti Ecco have sizeable share in the black and yellow taxi fleet. Hyundai i10 is also emerging to be a very popular model among the permit holders of black and yellow taxis. Secondly, in 2012 most of the vehicles running on CNG were having retrofitted CNG kit. However, in the current scenario, in most of the vehicles CNG kits are fitted at the manufacturing stage itself by the vehicle manufacturer himself as an original equipment (OE Fitted). These OE fitted kits are more compatible as compared to retro fitted kits and give more average per kg of fuel (CNG) and require lesser maintenance. As per the feedback received from the authorizedservice stations, some of the taxi drivers, as well as Google search, the average mileage per kilo of CNG for city travel is between 18 to 20 kms going upto 22 kms for some models like Wagon-R while that on highways is between 22 to 26 kms.In view of these facts, we can safely accept weighted average fuel mileage as 18kms per kg of CNG. In future as the fleet composition changes & if the newermodels with high fuel efficiency replaces the old ones, than the fuel milage perliter will definitely increase. The R.T.A.s' should do necessary correction as and when required.	

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8	3.5.1 ते 3.5.5	**3.5.1** The Hakeem Committee had rightly observed that "the estimation of the annual expenditure on repair and maintenance of a taxi is somewhat contentious. One has to estimate an average figure for the amount of money required to be spent on a typical taxi in a year. Given the vehicles of different makes, of different ages, operating in different environments (relating to condition of roads and density of traffic) and maintained with different levels of care, the problem is indeed difficult. What can be arrived at with whatever precision possible is an average figure. While this limitation has to be appreciated, it is important to ensure that the figure arrived at is regarded as fair and reasonable by most of the operatorsand and passengers." **3.5.2** The Hakeem Committee did not find it feasible to conduct a survey due to the multiplicity of factors, viz., make, model, technology, vintage, etc. Hence, it decided to update the 1996 Committee estimates of repair and maintenance of Rs. 40,000 per annum. Further, it assumed that 75% of the repair cost is based on the cost of spare parts (which on average moves with the cost of new vehicles) and 25% of the repair cost is based on the labour charges (which roughly move with the CPI). During the period from July, 1996 to March, 2012, the cost of a new vehicle had increased by an annual (compounded) rate of 4.6% and the CPI had increased by an annual (compounded) rate of 7.0%. Their weighted average (in the ratio 75:25) comes to 5.2%. Based on this, the Hakeem Committee assumed that the figure corresponding to Rs. 40,000 (the estimate of annual cost on repairs and maintenance assumed in 1996) would be about Rs.88, 520 in March, 2012. It further revised it slightly upwards to Rs. 92,000, on account of assumed higher maintenance cost of retro - fitted CNG kit. It also recommended Rs. 1,02,000 as the repair and maintenance cost of a taxi running in 2 shifts. **3.5.3** However, it also added a caveat that a judgment as to the extent to which this figure represents the current level of expenditure on repair and maintenance on taxis will have to be made taking into account changes in important parameters like (i) much higher variability at present of makes and models than in 1996; (ii) the age distribution of the taxis in 1996 and 2012; (iii) the fact that taxis now are all fitted with CNG kits which slightly adds to the maintenance cost. **3.5.4** This shows that the Hakeem Committee was acutely aware of the pitfalls in the estimation of annual repair and maintenance cost of a taxi. The serious objections to these estimates by the consumer organizations has proved his apprehensions to be well founded. In this Committee's view, a survey to estimate the repair and maintenance cost is not feasible as the drivers do not maintain a record of such expenses. Besides, most of them carry on with old batteries / tyres well beyond their useful life and often	समितीची शिफारस मान्य करण्यात येत आहे.

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		neglect to go for regular preventive maintenance. Hence, estimation of such costs on normative basis together with manufacturers' inputs is the only feasible way out. Given this background and the tremendous improvements made in the last decade, especially in tyre and battery technology, introduction of more technologically advanced models with better fuel technology as well as factory fitting of CNG kits, this Committee thought it appropriate to collect the estimates from carmanufacturers and also the present actual cost of various items of repair and maintenance from the market sources including experienced taxi drivers. Based on these inputs, the Committee has identified all routine maintenance items of repair and maintenance including labour and spares on actual basis. As regards all infrequent but essential repairs, viz., engine over haul, clutch replacement etc., they are clubbed into a liberal life time total divided by permissible life of 15 years in order to arrive at an annual cost. Accordingly, the Committee has estimated the annual repair and maintenance costs of a black and yellow taxirunning on a single shift and double shift separately. Since it is almostuniversally accepted that most of the taxis do not undertake the regularpreventive maintenance services nor replace the tyres and tubes etc. as regularlyas the Committee has now assumed on normative basis, the Committeeconsiders the estimates to be fair and reasonable. Since comprehensiveinsurance cost would cover major repairs, which are typically occasioned byaccidents, major contingent repairs are not separately considered or estimated. **3.5.5** The Committee found out during its various interactive meetings that almost allover the state 70% of the taxis are used in two shifts (though outside Mumbai, their numbers are negligible). Major replacement items, viz., tyres, batteriesetc are costed on normative basis separately for single shift taxis and doubleshift taxis based on the distance travelled and then added them up on weightedbasis for the purpose of calculation of annual repair and maintenance.	
9	3.6.1 ते 3.6.3	**3.6.1 Insurance:-** The Hakeem Committee considered the annual comprehensive insurance premium as a recognized item of cost for fixation of taxi fare. The consumer organizations have taken objection to this on the ground that almost no taxi takes comprehensive insurance policy and all of them only go for the mandatory third party insurance policy where the premium is much lower and such higher cost unnecessarily increases the fare. However, this objection is not based on sound logic because all taxis under hypothecation during the loanperiod are required to take comprehensive insurance policy on the insistence of financers, though it may be factually somewhat correct for the post-loan period. When a taxi owner does not take comprehensive insurance policy, he runs the risk of footing the high cost of repairs when met with accidents. Since it is difficult to estimate the costs associated with the risk of	समितीची शिफारस मान्य करण्यात येत आहे.

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		accidents and consequential repair costs for such a large number of taxis, a known and definitive figure such as the comprehensive insurance cost is a fair reflection of the indeterminate risk of accident related damages and associated costs. Hence, the higher cost of insurance over and above the third party component on account of comprehensive insurance is a fair and reasonable cost which this Committee also endorses. **3.6.2 Taxes** :- As regards taxes, the taxi unions have demanded abolition ofprofessional tax as has been done for the auto rickshaw permit holders. The Committee is not aware of the background of extending this concession to the auto rickshaw permit holders. Both the permit holders owning a taxi or auto rickshaw are compensated for the living costs to the same extent while fixing the fares. Hence, this Committee does not find any rational ground for making this distinction. On the other hand, the Professional Tax is also considered as a legitimate cost for the taxi driver and considered for fare fixation unlike in the case of the auto rickshaw driver. Hence, in the ultimate analysis, it is not a burden on the permit holder but passed on to the consumers. **3.6.3 Miscellaneous fixed expenses: -** Miscellaneous fixed expenses incurred by a taxi owner or taxi driver include the costs of permit renewal, driving license renewal, driver's uniform and shoes. Since these are costs prescribed by the Government or levied and collected by the Government they ought to be considered as legitimate costs. Hakeem Committee did not consider these costs for the purpose of fare fixation. However, this Committee considers them as legitimate costs which ought to be factored into the fare fixation.	

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10	3.7.1 ते 3.7.3	**3.7.1** The taxi unions have variously demanded a liberal cost of living as a component of the taxi fare structure, which ought to consider the costs they incur on the health, education and other welfare related expenses of their family. They have also demanded a pension component to be included in the fare structure. However, it is instructive to remember that the taxi unions had demanded before the 1996 Fare Fixation Committee Rs. 4250 as the cost of living per month including Rs. 3000 towards basic living cost, Rs. 250 for medical expenses, Rs. 500 for house rent and Rs. 500 for retirement benefits. The Committee, after considering all aspects, considered Rs. 3750 pm as adequate, which was about 88% of the demand. The unions and consumer organizations had accepted the same. However, Hakeem Committee had updated this accepted cost of living to the then consumer price index figures and arrived at the figure of Rs. 10,880. But it had added another 10% to this estimate to meet the unions' demand of 1996 almost in full and recommended Rs. 12000 per month as the cost of living. However, consumer organizations took strong objection to this and the Government finally accepted the updated figures of 1996 estimates, albeit by rounding it off to Rs. 11,000 pm. **3.7.2** Given this background, this Committee would like to adopt the formula which was adopted in 1996 and accepted by both the stakeholder groups. Accordingly, the Committee has adopted the updated cost of living as per the current consumer price index figures. It is also pertinent to state here that the Committee has worked hard on devising a "Taxi and Auto rickshaw Drivers' Welfare and Insurance Corporation" with identified sources of revenue and a broad framework of various welfare activities including education, health and pension. This corporation can be incorporated and operationalised within about a year without even waiting for the amendment to the Motor Vehicles Act, 1988 for mandating it with taxi and auto rickshaw insurance business in Maharashtra. Hence, the Committee considers the updated cost of living as adequate. **3.7.3** Cost of living applicable to Mumbai and other regions of the state. It was brought to the attention of the Committee that many R.T.A.s in themofussil areas are often not clear as to which price index center to be taken asreference for their jurisdiction. Besides, they may be facing difficulties whileadjusting for the linking factor. Hence, this Committee has not only worked outthe cost of living for the recognized price reference centers in the state but alsoidentified the R.T.O.s / Dy.R.T.O.s to be attached to these centers for adoption of the cost of living for fare fixation. The Committee hopes, this will solve a major factor of confusion in the fare fixation in the Non - Mumbai regions.	समितीची शिफारस मान्य करण्यात येत आहे.

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11	3.8.1 ते 3.8.2	**3.8.1** The Hakeem Committee considered 300 days as normative number of working days for the purpose of estimation of costs and revenues for the drivers. Every driver needs a weekly off day for rest and rejuvenation as well as family time, thereby leaving 313 days out of 365 days. The driver also needs to be given some allowance for attending to personal work, health related visits to hospitals and for vehicle fitness passing. The taxi may also have occasional on-road breakdown needing urgent repair and maintenance apart from regular preventive maintenance. Hence, 300 days as net effective working days in a year is a fair and reasonable estimate. **3.8.2** Hence, this Committee agrees with the Hakeem Committee on this count and accordingly adopts 300 days as the normative number of working days in a year. Individual variations of a few days more or less cannot be considered for fare calculation.	समितीची शिफारस मान्य करण्यात येत आहे.
12	3.9.4	**3.9.4.** It will be instructive to note that while computing the fare structure, this Committee has considered the total annual weighted average running of the taxis and auto rickshaws at about 48,000 kms and 42,000 kms respectively (considering that 70% of the taxis and auto rickshaws operates in 2 shifts). At this rate, the total distance travelled by taxis and auto rickshaws in 15 years will be around 7,20,000 kms and 6,30,000 kms respectively. The actual mileage for the taxis and auto rickshaws running in two shifts, in fact, will be much higher. Even this much mileage in the life time of a taxi is way too high in as much as after about 4.5 lakh to 5 lakh kms, the quality of service and comfort of rides tends to deteriorate sharply. However, reducing the age limit to more desirable levels below 15 years at this stage is likely to disrupt the fleet availability in the short term and hence, moderation in the policy is desirable. Considering the provisions of Motor Vehicles Act 1988 and rules made there-under, the resolutions passed by S.T.A. and R.T.A.s from time to time, the orders passed by the various Hon'ble Courts and recommendations of the Hakeem Committee in 1996, (referred to in the preceding para 3.9.3), this Committee is of the considered view that in order to safeguard the safety and comfort of the passengers, the age limit of taxis and auto rickshaws in MMRTA region should be restricted to 15 years only. The taxis between the age limits from 20 years to 15 years, plying in the Mumbai Region can be phased out in 3 stages as shown in the table.	समितीची शिफारस मान्य करण्यात येत आहे. सदर शिफारशीची अंमलबजावणी शिफारस स्विकारल्यापासून 1 वर्षानंतर लागू करण्यात यावी.

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13	3.9.5 व 3.9.6	**3.9.5.** Since for the taxis and auto rickshaws plying in the rest of the Maharashtra State (other than Mumbai region), no resolution restricting the age limit has ever been passed by the State Transport Authority, some relaxation in the timeframe for reduction in the age limit for those taxis and auto rickshaws is called for. Hence, the Committee suggests that the age limit for taxis and auto rickshaws plying in the rest of Maharashtra should also be fixed at 15 years from the date of initial registration, but over a period of 4 years instead of 3 years applicable to Mumbai region. The reduction in the age limit for the non-Mumbai regions can be implemented. **3.9.6.** The non metered jeep type taxis, operating in rest of Maharashtra (other than MMR Region) are mostly in dilapidated/ruined condition (as a result of age and neglected maintenance). They often operate between two towns or villages and ply on state highways and national highways also. These taxis even carry more number of passengers than permitted seating capacity. These jeep type taxis are more prone to accidents & hence need to be in better mechanical condition for passengers' safety. This Committee therefore recommends that the same age limit as that of metered taxi should also be applicable for these non metered jeep type taxis. This should be implemented as explained in above para no. 3.9.5.	समितीची शिफारस मान्य करण्यात येत आहे.
14	3.10.1 ते 3.10.3	**3.10.1** The Hakeem Committee had examined this issue and abandoned it as infeasible as it does not depend on passenger load factor like mass public transport. Besides, mass transport operators operate their vehicles as stage carriages and hence, need to incentivize long distance passengers to improve their overall earnings. Taxis, on the other hand, operate as contract carriages for individual commuters up to a fixed destination and hence there is no scope for differential pricing. At present, taxi commuters get cheaper fares only through the mechanism of share-a-taxi on designated routes due to multiple passengers sharing a taxi for the same destination. However, a pre-identified group, viz, a family travelling together in a taxi pays only the fixed fare. **3.10.2** However, the entry of technology-driven taxi Aggregators has changed the market dynamics in the last 3 to 4 years. Due to better asset utilization through larger number of trips, reduced idle run, more comfortable (AC) rides and convenience of booking and availment of service at door step, these drivers typically earn much more per shift than a black and yellow taxi. Hence, the Aggregators are able to offer more competitive fares, especially for longer distances. In the process, the black and yellow taxis have lost out to these new entrants on the long distance passengers. Recognizing this ground reality, someIPT unions and some individual drivers have specifically complained about loss of long distance business to	समितीची शिफारस मान्य करण्यात येत आहे.

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		App-based Aggregators. However, that the black and yellow taxis can also improve their asset utilization and earnings through a good mix of long and short distance commuter rides has been successfully demonstrated from the data available from black and yellow taxis affiliated to Ola Cabs and the pilot study experiment group of taxis recently operated on Uber Cabs platform. Black and Yellow taxi fare tends to be uncompetitive vis –a - vis Aggregator taxis as the distance of the trip increases. **3.10.3** In view of these developments, the Committee explored the feasibility ofproviding a mechanism for telescopic pricing for long distance commuters to enable black and yellow taxis to compete in the market place better by offering competitive fares for long distance commuters. It is confirmed from the meter manufacturers and technologists that such telescopic fare mechanism can bebuilt into the electronic meters. That they are now allowed to operate AC onoptional basis on commuter's choice and all new models of taxis come with inbuilt AC system should also help. Since the marginal cost for extra distancescovered by a taxi in a working shift over and above its usual run is only the fuelcost which is barely 20-25% of the total cost, it makes better economic sense toincentivize long distance commuters by giving some concession in the fare beyond specified distances so as to maximize the taxi driver's gross earnings and net income. It is better than altogether lose out on long distance commuters' business due to lack of competitiveness. Hence, the Committee isrecommending telescopic price mechanism with appropriate fare discountsafter specified distances. Accordingly, it is recommended that for a commute up to 8 kms. The fare will be at regular rate & a reduction of 15% in the basic fare for the distance from 8.1 kms. to 12 kms. & a reduction of 20% in the basic fare for the distance beyond 12 kms.	
15	3.11.1 ते 3.11.3	**3.11.1** The Hakeem Committee has recommended 30% additional charges for late night journey of the basic fare. However, the Government accepted 25%additional charges only. Presently, additional charges for late night journeysbetween 12 midnight to 5 am are payable @25% of the basic fare. There hasbeen a demand from the unions (both of taxis and auto rickshaws) to increasethe extra charges to 50% and the timing from 11 pm to 6 am, especially in therural areas. Some unions from the rural areas and small towns have even demanded to apply it from 10 pm onwards. **3.11.2** The Committee has gone into this issue carefully. Metropolitan cities like Mumbai, Pune have now a much livelier night life and commercial activities tilllate night. Even other Municipal Corporations areas are much more active farely late into the night and hence getting passengers is not a big problem nor empty runs. However, other municipal towns and villages fold up at night much earlier and getting ridership or return fares are that much more difficult. It is also a fact that late night charges were 50% of	समितीची शिफारस मान्य करण्यात येत आहे.

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		the basic fare in some areas prior to the Hakeem Committee recommendations. Hence, some consideration for the small towns and rural areas is warranted. At the same time, it has to be balanced with the commuter interests. **3.11.3** Accordingly, the Committee recommends to allow additional charges for late night journeys in all municipal corporation areas in the state from 12 midnight to 5 am and in all other areas from 11 pm to 5 am. The demand for extending it upto 6 am is rejected because human activities start in all areas in the morning by around 5 am. As regards the late night charges, the same may be continued @25% in all municipal corporation areas but since in the non-municipal corporation areas, the chances of ridership or a return fare are relatively less, to compensate for the same, it is recommended to allow late night charges in those areas at 40% of the basic fare. It is hoped, these recommendations will improve the availability of IPT services in semi urban and rural areas in lean hours at night.	
16	3.12.1 ते 3.12.3	**3.12.1** Everyone in MMRTA region is familiar with the concept of peak hour and lean hour traffic. Whether it is the suburban trains or BEST buses or taxis and auto rickshaws, the commuter traffic thins out after 11-11.30 am till about 4.30 - 5.00 pm. Lean hour discounting is a very popular and widely accepted concept to boost the business during the low response period. This concept is often adopted by airlines, hotels and multiplex cinema halls etc. Because of the attractive discounts offered during this lean period, the customers who don't have fixed time schedule get attracted to such discounted services. For example, the multiplex cinema hall tickets which normally sell in the range of Rs. 300 to 400 for evening shows are easily available at around Rs. 100-150 for early morning shows or the flight tickets during lean hours or seasons are discounted to the tune of 30% to 50%. **3.12.2** That during the early afternoon hours, IPT business thins out substantially was corroborated by the App-based Aggregators during the Committee's interactive meetings. Similarly, the results of the online survey conducted by this Committee prominently shows that the ridership of taxis and auto rickshaws is as low as 5% during the afternoon period (from 12 noon to 4 pm). The commuter survey (1200 responses) shows that 67 and 68 percent favored this concept in MMR and PMR respectively. Surprisingly, a higher 76% commuters from other areas favoured the idea. As regards possible discount percentage, 27 to 37% commuters favoured a 10% discount while 10 to 17% favoured 15%. Around 25-26% favoured 20% discount. Response of the taxis and auto rickshaws (2179 responses) shows that 39, 28 and 16% from MMR, PMR and other areas respectively favoured this concept. Interestingly, more than two – thirds majority (99% in MMR) were favourably inclined to a moderate 10% discount.	**टॅक्सी भाडेक्षेत्राशी हॅपी हावर्सची तुलना करणे व्यवहार्य नाही. त्यामुळे सदर शिफारस अमान्य करण्यात येत आहे.**

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		Another 5-6% favoured 15% discount. This shows that there is a wider acceptability of this concept which is likely to increase the business during the non-peak hours in the early afternoon. As regards percentage discount, while commuter expectation is for more discount, the response of the service providers is expectedly more conservative. **3.12.3** All in all, in order to attract more number of commuters, discounting the fare in this lean period sounds to be a good idea. Hence, the Committee recommends that during the time period from 12 noon to 4 pm, the taxi and auto rickshaw fare shall be discounted by 15% barring the 1st stage minimum fare (i.e., fare for the first 1.5 km). This new concept will turn lean hours to happy hours, especially for housewives and senior citizens who normally don't have fixed time schedule for their outings. This will fetch more ridership to the taxi and auto rickshaw drivers during the lean period and also work out as happy hours for them too. This idea of happy hour discounting will, hopefully, create a new trend in commuter travel patterns during happy hours and thereby encourage the IPT sector.	
17	3.13.1	**3.13.1** The Committee has perused with Hakeem Committee recommendations as well as the MMRTA decision on the fares for pre-paid locations giving specified incentives to the drivers. The incentive is given to compensate for the long waiting period and empty return trips. However, it is observed that now-a-days around 2500 taxis are booked daily from the Mumbai International terminal and about 2000 taxis from the domestic terminal. The Airport Authority also provides free parking and other facilities, viz., washroom, cafeteria, restroom etc. for the taxi drivers. There has been almost 75% increase in passenger through-put in the last 10 years. Most of the international flights are also operated at night, especially late night. This shows that the taxi booking at both terminals at Mumbai Airport have gone up substantially, especially at night, thereby substantially reducing the average waiting time. The same logic also applies to long distance trains and buses operating from major railway stations and bus stations. Hence, the Committee feels that there is scope for some moderation in the incentive amount for taxis operating from the airports and accordingly has proposed appropriate changes in the existing incentive structure.	समितीची शिफारस मान्य करण्यात येत आहे.

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18	3.14.1 ते 3.14.5	**3.14.1** Government of Maharashtra introduced the Fleet Taxi Scheme in 2006 to provide higher end passenger taxi service for more comfort and better quality service. The fleet owners acquired the permits from existing permit holders to run their self - owned taxis. In 2010, government auctioned some of the lapsed permits at very high premium to some more fleet owners under the Phone -Fleet Taxi Scheme. Since both the schemes were essentially premium taxi service for higher fare paying passengers, their services did not conflict with the low-fare, basic service of the black and yellow taxis. The S.T.A. fixed the fares for them. **3.14.2** However, with the arrival of the App-based Aggregators, the competition for them has been fierce due to the comfortable, AC taxi service provided by the Aggregators at cheaper fares. The high premium paid for the permits (to the original permit holders in the 2006 scheme and auction price paid to thegovernment in the 2010 scheme) added to the capital cost of the Fleet taxi andRadio taxi operators, thereby making their break - even points steeper and theiroperation has become unviable especially after the entry of the Aggregators.The aggressive marketing by the Aggregators through subsidies to the drivers and occasional incentives to the commuters has further eroded their operational efficiency as well as overall business. Hence, they have beenvociferous for bringing the Aggregators' operations and pricing mechanismunder strict regulation. **3.14.3** The Committee has had multiple, focused discussions with both the stakeholder groups to understand the issues and their view points. While the government has recently (in March, 2017) brought the Aggregators under the regulatory regime through the newly introduced Maharashtra City Taxi Rules, 2017 and included these operators also within its scope, there are issues therein which this Committee has addressed in the City Taxi Fare Fixation chapter (chapter - 5). However, there are some legacy issues for the fleet taxi owners which need to be addressed and redressed in order to enable them to compete on equal footing.The Committee's approach to these issues are detailed below.	समितीची शिफारस मान्य करण्यात येत आहे.
19		**3.14.4** The fleet taxi owners of 2006 paid substantial premium to the original permit holders as per the then prevailing market conditions. The fact that the permit holders transferred them on long term basis shows that they do not need them. In any case, these permit owners have already benefitted financially and their permits have lost the premium value after the recent removal of permit limits. Hence, the Committee strongly recommends that permits presently in the possession of the Fleet taxi owners be transferred permanently in the name of the fleet taxi owners or they be issued with equal number of fresh permits under the Maharashtra City Taxi Rules, 2017 by charging the permit fee as specified in rule 75	

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		of Maharashtra Motor Vehicles Rules, 1989. As regards the phone-fleet taxi owners, they have already paid very high premium to the government for their permits in the auction. Given that they had to face the competition from the Aggregators within a short span of time, they have incurred substantial financial losses. Hence, the Committee strongly recommends that if they so wish, they may be issued with the remaining permits won by them in the auction but not taken, by charging the permit fee as specified in rule 75. This will mitigate their financial losses to some extent. **3.14.5** To face the competition, the fleet taxi owners have acquired appropriate appbased technology for booking in addition to their existing call centers. However, the main hurdle for them to compete with the Aggregators has been their fixed fare system as fixed by the S.T.A. Since now they are included within the scope of Maharashtra City Taxi Rules, 2017 they will be able to operate on dynamic pricing subject, of course, to the lower and upper limits as would be applicable to the Aggregators.	
20	3.15.1 ते 3.15.7	**3.15.1** There are around 56,000 black and yellow taxis in Mumbai whereas only about 8,000 black and yellow taxis are there in the rest of Maharashtra. Excluding theMumbai region, in the rest of Maharashtra state the black and yellow taxis arenot available for street hailing. These taxis operate only on designated routesand mostly on share-a-taxi basis. **3.15.2** The fixed cost factors like cost of living, costs towards cost of capital, depreciation, repairs and maintenance, taxes and insurance remain almost thesame for Mumbai as well as the rest of Maharashtra barring slight changes dueto marginal differences in the average revenue earning kms per shift and thepercentage of idle run. However, depending on the type of fuel used in the taxisoutside Mumbai, the average kms per unit of fuel will be different from that of Mumbai. **3.15.3** The Hakeem Committee, while assuming average revenue earning kms per shift for Mumbai region as 75 kms and percentage of idle run as 20%, had recommended the following bandwidth (range) for R.T.A.s in the rest of Maharashtra. **3.15.4** The Hakeem Committee has discussed, in some detail, the inter-play of fuel economy (kms per kg or liter of fuel), idle run and revenue earning kms andbased on its analysis, has provided the range of revenue earning kms andpercentage of idle run from which the respective R.T.A.s are expected to pick up definitive figures as per local conditions. However, in reality, since themidpoints of these ranges almost coincide with the Mumbai values forMunicipal Corporation areas and are marginally different for	समितीची शिफारस मान्य करण्यात येत आहे.

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		the other areas,they lend themselves to the R.T.A.s to accept almost the same figures as that ofMumbai region. Secondly, giving such a range adds complications and createsconfusion among R.T.A.s in calculating basic fare at the time of every farerevision, especially since they do not have the wherewithal to quantify the result of the inter-play of various factors. Thirdly, choosing any value within thisbandwidth hardly affects the basic fare per km. On the flip side, the scope ofchoice within such bandwidths also creates scope for disputes betweenconsumer forums and taxi / auto rickshaw unions. **3.15.5** In addition, this Committee feels that since most of the non-Mumbai black and yellow taxis run mostly on inter-city roads on point-to-point basis rather than intra-city roads, they get higher fuel economy and idle run is unlikely to be higher than that of Mumbai. It is acceptable that in other than Municipal Corporation areas, the average revenue earning in kms per shift may be marginally less. **3.15.6** Hence, to simplify the matter for the R.T.A.s without adversely affecting any of the stakeholder groups significantly, this Committee is of the opinion that the values of revenue earning kms per shift may be adopted at 77 kms for all Municipal Corporation areas and 72 kms for all other areas. As regards percentage of idle running, 18% of idle run as adopted for Mumbai may be considered for all black and yellow taxis operating in the rest of the state including municipal corporation areas **3.15.7** The only difference in the basic fare per km in Municipal Corporation areas will be due to the change in variable (fuel) cost per km since black and yellow taxis in the rest of Maharashtra are either plying on LPG, diesel or petrol (mostly on diesel). For other areas, the revenue earning kms per shift being accepted as somewhat less at 72 kms per shift, the fare for CNG as well as petrol, LPG and diesel vehicles will also need to be worked out based on the principles adopted in Mumbai. The Committee accordingly suggests that the mileage per kg or CNG or liter of petrol can be adopted as in Mumbai and average run of kms per liter of diesel or per kg of LPG and per kg of LPG be determined by the Motor Vehicles Department.	

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21	3.16.1 ते 3.16.3	**3.16.1** Almost all stake holders have championed the cause of share-a-taxi scheme. In fact, there was a demand to identify and increase the number of routes dedicated to this scheme. The evidence of its popularity can be seen especially in the commercial hubs connecting to the suburban railway stations. The reasons are not difficult to fathom. This is a win-win arrangement for the driver as well as the passengers as the driver earns more because of the permission to charge one-third more on the metered fare while 4 passengers share the total fare, thereby effectively paying only one-third of the single fare. **3.16.2** The Hakeem Committee did not change the then prevalent incentive given to the drivers by way of one-third extra fare over the permissible fare as it had found universal acceptance among the taxi drivers as well as commuters. This Committee also does not find any reason to disturb this system and endorses the same. **3.16.3** Given its popularity and financial benefits both for the driver as well as commuters, the demand for more routes is natural. The Motor Vehicles Department, in consultation with the traffic police authorities and local self government authorities, should pro-actively identify such routes where the present demand for taxis far exceeds the supply. It is also expected that in the next few years on completion and operationalisation of more metro railway lines in Mumbai Region, the taxi (or for that matter, auto rickshaw) demand patterns are bound to undergo change and the taxis will have to realign at many locations to the role of feeder services to provide the last-mile connectivity to the metro stations as they do now for the suburban railway stations. At that time, the share-a-taxi scheme will need to be further expanded.	समितीची शिफारस मान्य करण्यात येत आहे.
22	3.17.3	**3.17.3** Given these practical and commercial constraints, the Committee does not visualize any individual taxi driver opting for such cars in the near future till the major constraints highlighted above are adequately addressed through appropriate R. & D. and commercial facilitation leading upto better financials. It is understood that one of the App-based Aggregators has introduced some electrical cars into its fleet in Nagpur. Since the Committee proposes to provide a fare range to them to operate on, they may be able to experiment on their financial viability. It is recommended that the Government may obtain their operational data, say, after a year or so and examine its feasibility. Hence, this Committee does not propose to get into fare fixation for electrical taxis at this point of time.	ई-वाहनांच्या भाडेदरा संदर्भात समिती नियुक्त करुन स्वतंत्रपणे निर्णय घेण्यात यावा. तुर्तास काळी-पिवळी टॅक्सीप्रमाणे भाडेदर ठरविण्यात यावे. सबब, सदर शिफारस अमान्य करण्यात येत आहे.

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23	3.18.1 ते 3.18.2	**3.18.1** The Hakeem Committee had reduced the distance for which minimum fare is chargeable from 1.6 kms (essentially conversion of 1 mile to the metric system) to 1.5 kms. This Committee, through its stakeholder survey through structured questionnaires had asked this question through multiple options. The opinions varied. But most of the replies favoured 1.5 kms, i.e., maintenance of status quo while some of them favoured 1 km or 2 kms. **3.18.2** The Committee considers 1 km as too small to incentivize the drivers and it has the potential to increase the incidence of fare refusals. Besides, for 1 kmdistance, people will tend to prefer walking and may not opt for the IPT mode of transport. On the other hand, 2 kms will increase the minimum fare by 33.33% and will certainly create strong resentment among commuters and discourage short distance passengers from availing of taxi service. Since 1.5 kms as thebasis for minimum charge has been by and large accepted by all groups ofstakeholders without any strong reservations, the Committee wouldrecommend its continuance. There is not much ground for considering differentminimum distances for different regions, urban or rural. Hence, this norm maybe applied throughout the state.	समितीची शिफारस मान्य करण्यात येत आहे.
24	3.19.1 ते 3.19.2	**3.19.1** As per the pre-Hakeem Committee system, when taxis had to wait, viz., at traffic junctions or move extremely slowly (lower than a km in ten minutes), a fall of 200 meters in the fare meter would occur for a cumulative time of two minutes.Thus, for every minute of waiting, the taxi driver would get compensated to the extent of the fare for 100 meters, i.e., 10% of the basic fare per km. **3.19.2** Hakeem Committee rationalized the meter operation system for both taxis and auto rickshaw to this fare changing for every 100 meters with the minimum fare fixed for 1.5 kms. Accordingly, at present, the waiting charges get calculated for every minute (instead of 2 minutes) at the rate of 10% of the basic fare per km. This Committee also endorses the same system without any change.	समितीची शिफारस मान्य करण्यात येत आहे.
25	3.20.1	**3.20.1** Presently luggage charges are payable @ Rs. 6 per piece of luggage of size equal to or greater than (60 x 40) cms dimension while a brief case, handbag, attaché case or bag of lesser dimension is not chargeable. The Committee does not see any justification to change this and accordingly, recommends its continuance.	समितीची शिफारस मान्य करण्यात येत आहे.
26	3.21.1 ते 3.21.3	**3.21.1** Till very recently, black and yellow taxis were not allowed to use or charge for air conditioning facility. Most of the older models of taxis in any case did not have AC facility in their taxis. However, to meet growing commuter demands and in order to facilitate black and yellow taxis to meet the challenges of the fast changing market conditions and competition from the Aggregators, the Committee had	समितीची शिफारस मान्य करण्यात येत आहे.

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		decided to recommend use of AC facility, which is now inbuilt in all new models used as taxis, subject to payment of an appropriate additional charge. **3.21.2** However, the Government, after constitution of this Committee, has permitted with effect from 17.04.2017 use of AC facility in black and yellow taxis on specific consumer request on payment of an additional fare of 20% over the base fare.However, the Committee was not consulted. **3.21.3** While welcoming the government decision, the Committee has looked into the reasonableness of the charge which should not be too high or too low. TheCommittee has also consulted the car manufacturers whose models are being used as black and yellow taxis in this regard. The Committee gathered that the only additional cost incurred by the taxi drivers for running the AC is consumption of additional fuel by upto 25%. All other factors of costing contributing to the costing of fare remain unchanged. Hence, it is only fair that the additional charges for use of AC should be relatable to the cost of incremental fuel consumption only with appropriate rounding off. Too high charge for AC has the potential to further impair the competitiveness of black and yellow taxis vis-à-vis the Aggregators while too low charge would disincentivize the driver. The Committee accordingly proposes to review the 20% additional charge and fix it in relation to the consumption of additional fuel for running the AC facility.	
27	3.22.1 ते 3.22.2	**3.22.1** For the sake of the convenience of both the driver and the commuter, it is necessary to round off the fare payable to the nearest rupee. However, the rounding off has to be done only once to avoid possible loss to either the commuter or the driver due to double rounding off. In this regard, the Hakeem Committee has explained the methodology as follows: "The minimum fare will be indicated after rounding off; however, the base fare for a km will be indicated as worked out by applying the formula without rounding off. The fare payable by a passenger is calculated by multiplying the distance travelled in kms with the basic fare per km. The amount so arrived at is rounded off to the nearest rupee; if this amount is less than or equal to the minimum fare, the electronic meter will display the minimum fare which the passenger will have to pay; if it is more than the minimum fare, then the meter will display the higher amount, which should be paid by the passenger. (In respect of mechanical meters, tariff cards to be used till switch over to the electronic meter takes place will be prepared on this basis). While rounding off, 1 to 49 paise are to be ignored and 50 to 99 paise are to be rounded off to the next higher rupee." **3.22.2** This Committee endorses the same. However, since mechanical meters are no more in vogue that	समितीची शिफारस मान्य करण्यात येत आहे.

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		part of the methodology recommended by the Hakeem Committee becomes redundant.	
28	3.23.1 ते 3.23.4	**3.23.1** The Hakeem Committee has recommended an annual review of the fare basedon the changes in the relevant cost factors and give effect to the revision witheffect from 1st of May. However, Government of Maharashtra put the caveatthat if the cost escalation per km is less than 50 paise then such fare revisionshall not be carried out that year. However, in extraordinary situation if the hike in the cost is more than 20% then the fare revision can be done expeditiouslywithout waiting for the next 1st May. The next fare review and revision (ifnecessary) can be done on the normal due date, i.e., 1st of May provided the time gap between the 2 revisions is at least 2 months or more. **3.23.2** Interestingly, inspite of such an elaborate mechanism provided for the frequency of fare revision, widely divergent views were presented to this Committee from commuter as well as driver groups. The suggestions on the frequency of fare revision ranged from as low as one month to 2 years. **3.23.3** The pitfalls of too frequent or too infrequent revision of fares is too obvious.While frequent revision is cumbersome, impractical and mostly not worthwhile, too infrequent revisions can be detrimental to protecting the real earnings of the driver. Hence, a periodicity of yearly review and revision is both reasonable and fair, especially since in a low-inflation scenario, the revision will not happen even after the review if the cost escalation translates to less than 50 paise per km. Besides, the provision for extraordinary situations also provides for quick relief to the drivers. **3.23.4**. However, extraordinary situation is most likely to occur only in a situation of rapid rise of fuel cost. Hence, for ease of quick action, the hike of fuel cost by 25% should trigger the fare review rather than 20% of all costs. As regards date of effect of normal fare revision, since the consumer price index data for the preceding 31st March may not be available before the end of April, no time is effectively available to the R.T.A.s to effect the change w.e. from the 1st of May.Hence, this Committee recommends the fare revision, if warranted, may be made with effect from the 1st of June every year.	समितीची शिफारस मान्य करण्यात येत आहे.
29	3.24.1 ते 3.24.3	**3.24.1** One of the terms of reference of the Committee is to compare the rate of fare increase given in the last 3 years vis-à-vis the rate of actual cost escalation, apparently to test its reasonableness. While the terms of reference do not give any background reason for the said term of reference, the Committee was able to discern the same from the representation of the consumer organizations. They have, inter alia, complained that the Hakeem Committee formula over compensates vis actual cost escalations will not	समितीची शिफारस मान्य करण्यात येत आहे.

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		give any meaningful relief either to consumers or to the drivers if any positive or negative divergence is found therein. It will serve no useful purpose. **3.24.2** Hence, the Committee decided to concentrate on reliable cost estimates of various cost factors on normative and factual basis, as may be appropriate, rather than merely updating the past cost estimates to present day inflationindex numbers. To be fair to both sides (commuters and drivers), theCommittee also adopted universally acceptable financial and accounting normsand principles for identification of cost elements, viz., cost of capital (surrogatefor return on investment) instead of interest. Similarly, depreciation is alsocalculated based on financial accounting principles. Detailed reasons are alsoprovided why certain costs are considered and why not others, viz., comprehensive insurance cost rather than third party insurance cost. Theseapproaches have already been discussed in the preceding paras. **3.24.3** Accordingly, the Committee consciously decided not to go into conducting a futile post-mortem on the past three years' fare revisions for testing their reasonableness.	
30	3.25.1 ते 3.25.7	**3.25.1** Allegations of refusal by taxis and auto rickshaws to ply have been a sore point with the commuters. While the taxi / auto rickshaw driver may sometimes have genuine grounds to refuse, viz., lunch break, rest, returning home, but they do sometimes refuse passengers of short distances, which lead to disputes and complaints. Earlier when there were mechanical meters, from the position of the flag passengers could easily identify whether the taxi / auto rickshaw is engaged or available for hire. However, after introduction of e-meter, in many cases it is not possible to identify the availability of taxi / auto rickshaw from the position of the flag because many electronic meters do not have flag and most of them are fitted inside the taxi. **3.25.2** It is equally irritating for a commuter to waive his hand to stop every taxi / auto rickshaw approaching towards him only to find it occupied. In order to avoid such disputes and confusion, there is a need to provide an appropriate indicator about the taxi's / auto rickshaw's occupancy status. An illuminated LED indicator on top of the taxi / auto rickshaw can be provided to clearly indicate from a long distance as to whether the taxi / auto rickshaw is hired or empty (available for hire) or off duty. **3.25.3** As per the information gathered from the Transport Commissioner's office, an initiative was taken in 2014 to implement roof top light indicator system on taxis and auto rickshaws to enable the passenger to understand its occupancy status. In fact, a draft notification was also issued but the scheme could not	**समितीची शिफारस मान्य करण्यात येत आहे.**

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		be implemented for lack of follow up action in issuing the final notification. The Committee feels, it is high time to revive the proposal and implement it. **3.25.4** In this regard, the Committee had a meeting with a reputed technocrat from Pune, Mr. K. D. Dighe, who is also a pioneer in electronic fare meter manufacturing since, 1988. He gave demonstration of the Roof Top Light fitment for taxi and auto rickshaw showing its occupancy status. **3.25.5** The technical details of the Roof top light fitment for taxis can be as follows: Since auto rickshaws are having rexin hood, the LED fitment cannot be fitted on roof top as it will puncture the hood. Hence, occupancy status indicator in auto rickshaw can be mounted in the top portion of the wind shield glass from inside. The size of the fitment can be 500 (L) x 50 (W) x 150 (H) in mm. This Roof Top fitment will indicate 3 positions of occupancy status, viz., 1. - also indicated by the sign ( ) sign in green Colour. 2. - also indicated by ( ) sign in red Colour. 3. OFF DUTY - (may be break down or driver resting) also indicate by ( ) sign in white Colour. **3.25.6** The LED indicator can be bi-lingual, i.e., Marathi on one side and English on the other. Such bi-lingual signage will be user - friendly to both tourists as well as locals. An LED indicator provides sharp and clear indication from at least 100 meter distance. Hence, the Committee strongly recommends that this system must be implemented. The inspecting authorities shall ensure that the said fitment is fitted in each and every taxi and auto rickshaw at the time of renewal of fitness certificate so that all taxis and auto rickshaws in the state will be covered within a year. This will drastically reduce disputes about refusal to ply. **3.25.7** The officials of Motor Vehicles Department also must take stern action against the drivers and permit holders who refuse to ply or behave arrogantlywith the commuters.	
31	3.26.1 ते 3.26.4	**3.26.1** This demand was also made by the taxi and auto rickshaw unions before the Hakeem Committee which had recommended to the Government forpermitting it. However, it seems that no action has yet been taken. Taxi unions have again raised the same demand before this Committee. **3.26.2** As per Rule 134 of the Maharashtra Motor Vehicles Rules, 1989, Regional Transport Authorities are empowered to grant the permission for display of advertisement on any transport vehicles and as per rule 134(a), the fees for the advertisement are also prescribed. It may also be noted that Rule 5(11) of the	समितीची शिफारस मान्य करण्यात येत आहे.

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		Maharashtra City Taxi Rules, 2017, allows to carry advertisements on city taxi vehicles. Hence, the Committee doesn't understand as to why such legitimate demand of the taxi unions, which is legally permissible, has not yet beenconsidered favourably. Permission for advertisement will fetch some additionalincome to the taxi permit holder and the Government will also get the revenueby permitting such advertisement. **3.26.3** Hence, this Committee recommends that advertisements may be permitted onside doors and back of front seat on black and yellow taxis and city taxis as wellexcluding the space for mandatory display of information pertaining to theregistration, make and taxi permit details etc. and glass windows and windshield. This will provide an extra source of income to the permit holders. **3.26.4** Advertisements on taxis will not have the same visibility levels as road side advertisements due to the constraints of size and often the taxi being on the move. The advertisement, if any, on the back of the front seat will have even less visibility, essentially confined to the passengers using it. Hence, it should be taken up with the local government authorities, preferably through the Urban Development Department, to levy concessional license fees for suchadvertisements as the revenue earnings of the taxi owners would not be substantial.	
32	3.27.1 ते 3.27.3	**3.27.1** Inadequacy of taxi stands (auto rickshaw stands as well) has been a perennial grouse of the taxi drivers. It increases their empty runs and thereby adversely impacts their net revenue earning kilometers and earnings apart fromincreasing instances of punitive action by the traffic police for wrong parking. It also greatly inconveniences the passengers. Often the taxis occupy the bus bays creating conflict with public transport officials and passengers. The present metro work going on in Mumbai has further reduced, albeit temporarily, the availability of taxi stands. **3.27.2** The grievances of the taxi drivers on this count, especially in Mumbai, are genuine and need to be expeditiously and sympathetically addressed. Accordingly, the Committee recommends that the Motor Vehicles Department in urgent and close coordination with the traffic police and local government authorities, identify additional potential taxi stands and the local government should develop them in a time bound manner within, say, the next one to two years. **3.27.3** After completion of metro railway lines in Mumbai, the patterns of demand for IPT (and of course, buses) will undergo dramatic changes. There will be need for providing adequate bus, taxi and auto rickshaw stands at the metro stations for ease of quick traffic dispersal and provide the last mile connectivity. MMRDA is already planning for adequate infrastructure at the metro stations for this purpose. The Motor Vehicles Department should keep close liaison with the MMRDA and metro implementation authorities to take care of the needs of the taxi and auto rickshaw drivers.	समितीची शिफारस मान्य करण्यात येत आहे.

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33	3.28.1 ते 3.28.2	**3.28.1** There were no complaints of meter tampering since they have been converted to electronic meters. The meter manufacturers also vouched for the tamperproof nature of the electronic meters. However, if and when any such complaint is received, the Motor Vehicles Department would need to take it up with the concerned meter manufactuer(s) and take necessary remedial measures. **3.28.2** However, there were a number of complaints from the consumer organizations about operation of taxis and auto rickshaws (mostly the latter) without using meters and even non-fixation of meters, especially in semi urban and rural areas. It was also reported that some commuters also insist on non-use of meter and bargain on the fare, primarily because of their distrust of the accuracy of the meter. The Committee recommends that the Motor Vehicles Department must enforce the electronic meter system in all areas and also take the initiative, with the help of the consumer organizations and the unions, to educate and sensitize the drivers and commuters in this regard.	समितीची शिफारस मान्य करण्यात येत आहे.
34	3.29.1 ते 3.29.4	**3.29.1** When the number of permits issued to black and yellow taxis were frozen in 1997 and no new permits were issued till lifting of the freeze in June, 2017, the permits were unofficially sold or leased out at an exorbitant premium in the market. This informal permit transfer fee being demanded by permit holders from the transferees was a sort of 'pagdi' system similar to that obtaining in the property tenancy market in Mumbai. Hence in this controlled, supply – scarce market, when the Government auctioned 4000 permits in the year 2010-2011 for a premium taxi service distinct from the black and yellow taxis, it fetched theprice of Rs. 2.61 lakh for each permit quoted by Tab Cab company. However, the company which took those permits failed to acquire the full quota of 4000 permits and acquired only 2800 permits, because there was no demand for premium service of that magnitude and the exorbitant premium made them financially unviable. **3.29.2** Prima facie, in order to tap a part of the unofficial premium prevailing in the grey market of unofficial transfer of taxi and auto rickshaw permits, the Government had introduced additional permit fees under the newly introduced Rule 75A of Maharashtra Motor Vehicles Rules, 1989 as recently as in February 2016, ranging from Rs. 10,000 to Rs. 25,000 in addition to the normal permit fees under rule 75. **3.29.3** However, after the removal of restrictions on the issuance of permits in June 2017, now the permits are freely available and hence no permit will command any worthwhile premium in the market, let alone Rs. 2,61,000. Hence, there is no logic behind such exorbitant additional permit fees as prescribed in the Maharashtra City Taxi Rules, 2017. This additional fee will lead to immense increase in capital cost and thereby result in increased fare per kilometer, putting avoidable extra burden on the commuter's pocket. This is against the motto of promoting use of IPT in complementarity to public transport, in order to discourage private transport and facilitate decongestion of city roads and parking	समितीची शिफारस मान्य करण्यात येत आहे.

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		spaces. It is also worth noting that, in no other state in India such huge additional permit fees are imposed. All taxi and auto rickshaw Unions and Aggregator companies have also vehemently opposed such additional permit costs as illogical and unfair. **3.29.4** In the Committee's considered opinion, the so-called discovered price of Rs.2,61,000 obtained in a highly supply-restricted market cannot be a rational basis for charging additional permit fees in a liberal, no-restriction market to which the state has now moved. Permit fees are not levied in lieu of any service provided. Hence, the Committee is of the view that the permit fees should not be reckoned as a revenue earning source and such huge permit fees cannot be justified in a free-market regime. However, the Committee is elsewhere proposing to transfer a part of the additional permit fee levied under Rule 75A of Maharashtra Motor Vehicles Rules, 1989 to a Welfare Fund for the taxi and auto rickshaw drivers. Hence, it does not recommend its complete removal but recommends for substantial reduction and overall rationalization. Accordingly, the Committee recommends that the additional permit fee under rule 75A of the Maharashtra Motor Vehicles Rules, 1989 for black and yellow taxi should be reduced to Rs.5000/- and for auto rickshaw to Rs. 3000/-. The Committee has also recommended similar rationalization of the additional permit fee for the App-based Aggregators' taxis in the relevant chapter. The Committee also recommends that half of theamount of this additional permit fee received from the city taxis, black and yellowtaxis and auto rickshaws should be deposited into the proposed state-controlledWelfare Corporation for such drivers.	
35	4.1 ते 4.12	Determination of Fare structure for black and yellow taxis in Mumbai. Cost elements. Cost of (return on) capital. Depreciation. Insurance, taxes and miscellaneous fixed expenses. Annual expenditure on repair and maintenance. Cost of living of the family of the taxi drivers. Fare fixation of taxis operating on CNG in Mumbai (MMRTA region). Fixation of fare of taxis operating on different fuels in the State outside Mumbai (MMRTA region). Fixation of fare for prepaid taxis operating from airports and railway stations. Additional charges for late night journeys. Telescopic fare structure for black and yellow taxi in MMR region.	समितीची शिफारस मान्य करण्यात येत आहे.

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36	4.13.1	**4.13.1.** As explained in detail in para 3.12, in order to attract more number ofcommuters, discounting the fare during the lean period sounds to be a goodidea. Hence, the Committee recommends that during the time period from 12 noon to 4 pm, the taxi and auto rickshaw fare shall be discounted by 15% barring the 1st stage minimum fare (i.e., fare for the first 1.5 km). This new concept will turn lean hours to happy hours, especially for housewives and senior citizens who normally don't have fixed time schedule for their outings. This will fetch more ridership to the taxi and auto rickshaw drivers during the lean period and also work out as happy hours for them too. This idea of happy hour discounting will, hopefully, create a new trend in commuter travel patterns during happy hours and thereby encourage the IPT sector.	हॅपी हावर्सची तुलना टॅक्सी भाडेक्षेत्राशी करणे व्यवहार्य नाही. त्यामुळे सदर शिफारस अमान्य करण्यात येत आहे.
37	4.14 ते 4.21	**4.14.**Additional charges for air conditioning (AC) in black and yellow taxis. **4.15.**Fare structure for cool cabs. **4.16.**Additional charges for luggage. **4.17.**Additional fare for share-a-taxi. **4.18.**Compensation for waiting period. **4.19.**Frequency of fare revision. **4.20.**Roof top light indicator displaying availability position of te taxi. **4.21.**Refusal of taxi driver to operate by meter or tampering of meter.	समितीची शिफारस मान्य करण्यात येत आहे.
38	4.22.1	Linkage of permits to Aadhaar card of the taxi owner: This will help create a unique data base on the taxi permit holder relating to the taxi permit and the taxi. This will strengthen the database and transport related research as well help to curb any potential misuse of the permit.	मा.सर्वोच्च न्यायालयाच्या निर्णयानुसार आधारशी जोडता येणार नाही. सबब, सदर शिफारस अमान्य करण्यात येत आहे.
39	4.22.2 ते 4.22.5	**4.22.2.** Display of permit details on the outer side of the taxi. **4.22.3.** Date on the second driver operating a taxi. **4.22.4.** Permission for advertisement on taxis. **4.22.5.** Provision of adequate taxi stands.	समितीची शिफारस मान्य करण्यात येत आहे.
40	5.4.1 ते 5.4.5	**5.4.1Rule 5 (23)** – This sub rule permits a black and yellow taxi to be attached to an Aggregator and it will accordingly operate under the city taxi rules, thereby implicitly allowing them to operate under the dynamic pricing model of the Aggregators. Of course, they are also allowed freely to revert back to	समितीची शिफारस मान्य करण्यात येत आहे.

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		streethailing, fixed price model after a gap of one month. **5.4.2** The Committee would like to point out that the identity and purpose of Appbased city taxis and street hailing black and yellow taxis are altogether different. The black and yellow taxis are traditional taxis plying on fixed fare (without surging) and available at each and every corner of the city to the commuters through street hailing. The passengers, who don't have knowledge of mobile applications or do not possess such mobiles or don't want to use them, can avail of the black and yellow taxi by way of street hailing. On the other hand, the city taxis operate on sophisticated technology based App support provided by the Aggregators and charging dynamic fare pricing but cannot be used for street hailing. **5.4.3** As per the information received from the operators of Ola Cabs, at present around 4000 black and yellow taxis are operating on their App, but they are allowed to charge the fare fixed by the MMRTA only. It is observed from the data provided by the Aggregator that these 4000 taxi drivers accept only about 2-3 long distance trips using the App and rest of the business they do through street hailing, which together fetch them around 25 to 30% more revenue earnings as compared to those black and yellow taxis who are not attached to the App. In short, they maximize their asset utilization with the help of the technology platform of the Aggregator without losing their basic character of street hailing and fixed pricing. **5.4.4** The Committee also conducted a pilot study on black and yellow taxis on the Uber's App-based technology platform with dynamic pricing. The incremental asset utilization and revenue earnings of such drivers was found more or less comparable to those of the black and yellow taxis operating on fixed price on the Ola Cabs platform. Hence, it is not essential that black and yellow taxis would necessarily require to switch over to dynamic pricing in order to maximize their earnings. Partial support from App to source commuters (typically accepted for longer commutes) even on fixed price is good enough for black and yellow taxis. On the other hand, such switch over to 100% dynamic pricing will reduce the pool of black and yellow taxis available for street hailing which will continue to bea felt-need for the foreseeable future. Besides, the progressive price discount for longer commutes which is also being proposed for black and yellow taxis will make the fares attractive and increase the total kilo meters covered by a taxi in a shift and the effective total earnings of the drivers. Permission now given to use the A/C facility on optional basis will also help to attract long distance commuters. In fact, their availability on fixed metered price during the peak hours will help moderate surge pricing of Aggregator taxis at a faster pace.	

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		5.4.5 Hence, the Committee is of the view that black and yellow taxis should not be a part of City Taxi Rules, 2017 as far as dynamic pricing is concerned and their identity must be kept intact for the sake of adequate availability of taxis for street hailing which will continue to be a felt-need. Black and yellow taxi operators may, however, be allowed to join the Aggregators, in order to maximize their earnings (more ridership) through selective use thereof but should not be allowed to indulge in dynamic pricing and must operate only on fixed fare as fixed by the respective R.T.A.s as is presently being done on the OLA cabs platform.	
41	5.5.1 ते 5.5.4	**5.5.1Rule 5(2)** - the said sub rule mandates that 30% of the entire fleet of the Aggregator should have engine capacity of 1400 cc or more. **5.5.2** From the data received by the Committee from various stakeholders, it is observed that the share of ridership of more than 1400 cc engine capacity vehicles is less than 5%. Secondly, when Aggregators themselves don't own any vehicle and only aggregate them or own only a few (directly or indirectly through a subsidiary), they by themselves can't ensure compliance with this stipulation nor can they compel 30% of their driver partners to buy more than 1400 cc vehicles when statistics clearly shows that there is no guarantee of assured business in the absence of adequate public demand for such taxis. **5.5.3** Furthermore, these vehicles (1400 cc and above) are much costlier than popular low-and medium-priced vehicles commanding a premium fare structure and their inclusion in the fleet will result in substantially increased over all fares in the smaller taxi categories due to gross under utilization of these costlier assets. It will put unnecessary burden on the common commuter's pocket. It will also restrict the entry of lesser engine capacity vehicles (economical vehicles) in the Aggregator's fleet and thereby create needless higher surge pricing. In nutshell, the said condition is impracticable, infeasible, and illogical and against the public interest as well as the owners' interest. **5.5.4** Hence, the Committee is of the considered view that this stipulation should be deleted. It should be left to the choice of the driver owners to decide which vehicle they want to buy, which of course will be influenced by the public demand in the market place. Let the market forces decide the fleet composition.	समितीची शिफारस मान्य करण्यात येत आहे.
42	5.6.1 ते 5.6.5	**5.6.1Rule 5(6)** - This sub rule of the Maharashtra City Taxi Rules, 2017 prescribes that all All India Tourist Permit Vehicles (AITP) in the present Aggregators' fleets shall be converted to be driven on clean fuel within a period of one year.	महाराष्ट्र सिटी टॅक्सी नियम 2017 मधील नमूद तरतूद

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		5.6.2 While it is necessary that the AITP taxis which are being used as city taxis must acquire a permit under section 74 of the Motor Vehicles Act, 1988, presently, most of the vehicles in the Aggregators' fleet are diesel-run vehicles. At present, there is no technology available to convert diesel vehicles into CNG vehicles. It will be impossible for the driver partners of Aggregators to sell their diesel vehicles under regulatory duress at throw away prices and purchase new CNG vehicles. Furthermore, since the Aggregators' operations started only about 4 years back, they may not have repaid their bank loans also. In the circumstances, insistence on the timeframe of one year for such conversion will be onerous and unfair to these lower middle class micro-entrepreneurs and ruin them financially. **5.6.3** In the case of AITP vehicles running as city taxis on the Aggregators' platforms in the National Capital Region (NCR), the Hon'ble Supreme Court has already passed a judgment to the effect that they should replace their diesel vehicles with clean fuel vehicles on expiry of their present permit periods by efflux of time (i.e. allowed to operate diesel taxis till the validity of their current permits). The Committee recommends that the same principle may be adopted in the said rule which sounds logical, reasonable and feasible and backed by the Supreme Court Judgment. **5.6.4** Ever since the issuance of the draft City Taxi Rules in 2016 asking for objections and suggestions, the new driver – owners joining such Aggregators' platforms have reportedly started opting for CNG vehicles due to the fear that it will be made mandatory. Hence, at the most in the next 4 years or so, the entire city taxi fleet will be converted to CNG vehicles even if they are allowed to replace the existing diesel engine vehicles by CNG vehicles on the expiry of the validity of the existing permits (AITP permits issued under Section 88(9) of the Motor Vehicles Act, 1988). **5.6.5** Hence, the Committee recommends that the taxi owners affiliated to the Aggregators may be issued permits as city taxis irrespective of the fuel used by their vehicles subject to replacing the non-CNG vehicles with CNG vehicles on the expiry of the validity of the present permit. The Motor Vehicles Department, however, has to take care while issuing permits to these diesel taxis under the City Taxi Scheme under section 74 of the Motor Vehicles Act, 1988 that anendorsement is made therein about the date by which the driver has to switchover from diesel taxi to CNG taxi and make it mandatory to get such anendorsement on the permit from the department after purchase of CNG taxi.However, no diesel taxi purchased after notification of MCTR, 2017 shall beregistered as a city taxi. Such a policy approach will be rational, reasonable andconducive to public interest.	संयुक्तिक असल्याने सदर शिफारस अमान्य करण्यात येत आहे.

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43	5.7.1 ते 5.7.5	**5.7.1Rule 5(10)** - This sub rule of the said rules stipulates that lower side of the vehicle of all taxis operating under the said scheme shall be painted in Daffodil Yellow (RAL 1007) colour. **5.7.2** Firstly, "lower side of the vehicle" itself is an ambiguous term. Assuming that the vehicle top and front as well as rear bumpers are excluded for the purpose of such a definition of "lower side", still then it is almost 60% of the exterior area of the vehicle that would need such repainting. To repaint the same will be costing about Rs. 50,000/- to 60,000/-, which will again lead to increased capital cost to the driver and effective higher fare per kilometer for the commuters. This is not in commuters' interest. **5.7.3** Secondly, there is no guarantee that the taxis repainted outside the factory will last as long as those painted by the manufacturer without fading. It may also be noted that the Rule 5(11) of the said City Taxi Rules allows to carry advertisement on city taxi vehicles which obviously shall be on all 4 doors. If this happens then there is no logic for a separate colour scheme because the colour will eventually be covered by the advertisement. **5.7.4** This is a totally needless stipulation. The city taxis will operate on the App-based technology platform with full details of the taxi and the driver provided in advance to the commuter. In any case, the customer is given a code numberwithout which the driver cannot start the ride. Hence, identification of the taxifor the commuter is not a problem. Such identification for others not concernedwith the ride is of no consequence. Alternately, the Aggregators and the driverscould be asked to put stickers of the Aggregator on the side panels and ifconsidered necessary, even on the front and back of the taxi. Hence, the Committee is of the considered opinion that this stipulation for painting of lowerside the city taxi with an additional (Daffodil yellow) colour is against consumerinterest apart from being unnecessary. **5.7.5** Hence, after in depth examination of the issue, the Committee recommendsthat instead of any particular colour scheme, the driver owners may bepermitted to purchase vehicle of any colour of their choice but it should be mademandatory for fixing the sticker of the Aggregator's brand name along with itslogo on both sides of the vehicle. Hence, this particular colour stipulation shouldbe deleted.	महाराष्ट्र सिटी टॅक्सी नियम 2017 मधील नमूद तरतूद संयुक्तिक असल्याने सदर शिफारस अमान्य करण्यात येत आहे.
44	5.8.1 ते 5.8.3	**5.8.1** Rule 5(14) – This sub rule of Maharashtra City Taxi Rules prescribes the age limit of the vehicles under the said rules as 20 years. For black and yellow taxis, this Committee has already recommended that the maximum age limit should be reduced from 20 years (as per S.T.A.'s current guidelines) to 15 years.	समितीची शिफारस मान्य करण्यात येत आहे.

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		5.8.2 The present App based taxis attached to the Aggregators are covered by All India Tourist Permits issued under Section 88(9) of The Motor Vehilces Act, 1988. As per Rule 82 of the Central Motor Vehicles Rules, 1989, the prescribed age limit for AITP vehicles is only 9 years. **5.8.3** The city taxis are premium taxis as compared to black and yellow taxis and hence the commuters will naturally expect that these taxis are well maintained and provide a comfortable ride. Older taxis running 30-40 thousands kms per year will tend to rattle and provide bumpy rides. It is not desirable. Hence, the Committee recommends that the maximum age limit permissible for city taxi should not be more than 10 years.	
45	5.9.7	**5.9.7.** Hence, the Committee recommends that for obtaining permit under the said scheme, 10 years' stay in Maharashtra should be considered sufficient. This will ensure that only long term residents of the state own the vehicle. As regards PSVA badge, drivers who do not own the taxi but run the second shift are also not eligible for the PSVA badge due to the 15 years' domicile condition. Hence, there was a suggestion to remove the domicile condition altogether for drivers to obtain PSVA badge. However, the Committee feels that at least 3 years' stay in Maharashtra should be made mandatory for obtaining PSVA badge to ensure adequate working knowledge of Marathi and local topography. Besides, this will also provide adequate safeguard against entry of drivers without adequate background check by the Police. Similar changes have been suggested for black and yellow taxi and auto rickshaw permits and drivers' badges also. The combination of 10 years' domicile for permits and 3 years' domicile for PSVA badge will ensure local ownership of taxi and availability of sufficient drivers with PSVA badge to run those vehicles in the second shift.	**समितीच्या कार्यकक्षेबाहेर समितीने शिफारस केलेली आहे. सबब, सदर शिफारस अमान्य करण्यात येत आहे.**
46	5.10.1 ते 5.10.3	**5.10.1Rule 7(3)** – This sub rule stipulates the condition that the city taxi driver shall wear the uniform as per the company's design. **5.10.2** However, since the option of switching the Aggregator is allowed to the driver in the said rules, there is no point in having uniforms of different colours for different Aggregators' drivers. **5.10.3** Instead, a common uniform consisting of sky blue shirt with tie and black trouser and black shoes will be a smart and decent uniform for all city taxi drivers irrespective of the Aggregator company. Since these are all AC taxis, stipulation of tie should not be a problem.	**समितीची शिफारस मान्य करण्यात येत आहे.**
47	5.11.7	**5.11.7** However, the Committee is elsewhere proposing to transfer a part of the additional permit fee levied under Rule 75A of Maharashtra Motor Vehicles Rules, 1989 to a Welfare Fund for the taxi and	**उक्त शिफारशी संदर्भात**

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		auto rickshaw drivers. Hence, it does not recommend its complete removal but recommends for substantial reduction and over all rationalization of the fee structure. Accordingly, the Committee recommends that the permit fee for the city taxi should be a uniform Rs.10,000/- irrespective of the engine capacity. The Committee has already recommended scrapping of the condition of 30% fleet of engine capacity 1400 cc or more and hence, there is no need to classify Aggregators' taxis on the basis of engine capacity. The Committee has also recommended in the relevant chapters that the additional permit fee for black and yellow taxi should be Rs. 5000/- and for auto rickshaw Rs. 3000/-.	स्वतंत्रपणे निर्णय घेण्यात येईल.
48	5.12.1 ते 5.12.3	**5.12.1** Rule 8 (1) stipulates that any firm or company may apply for grant of license accompanied by processing fee of Rs. 1,00,000/- **5.12.2** While the application form to apply for license is appended to the said rules, there is no reference to the same in sub rule (1) or anywhere else. Similarly, sub rule (3) also has no reference to the form of the license appended to the rules. More importantly, it is necessary to have the details of the Directors/ Partners of the firms, financial and other performance details of the firm and contact details of the 'chief compliance officer'. The format of the application may be accordingly revised suitably. **5.12.3** The Committee also feels there should be some nominal amount of renewal fee prescribed in sub rule (3).	समितीची शिफारस मान्य करण्यात येत आहे.
49	5.13.1 ते 5.13.3	**5.13.1** Rule 10 - This rule mandates the Applicant Aggregator applying for a license to furnish the security deposit by way of bank guarantee of Rs. 5000/- only. **5.13.2** As per the draft rules published earlier, the licensee was required to furnish bank guarantee of Rs. 2 crore per 1000 vehicles and security deposit of Rs. 10 crore. The Committee fails to understand the reason behind such drastic reduction in the amount of bank guarantee and security deposit to merely Rs. 5000/- while notifying the final rules. **5.13.3** If the Government wants genuine and serious players to apply for the license under the city taxi scheme, the Committee recommends that the security deposit amount should be at least Rs. 10 lakh to take care of any penalties that may be levied on the licensee for breach of any rules. The licensee should recoup the amount forfeited by way of any penalty in order to bring the deposit back to Rs. 10 lakh within 7 to 10 days as may be prescribed. Care should also be taken to ensure that the bank guarantee is renewed as and when due.	समितीची शिफारस मान्य करण्यात येत आहे.

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50	5.14.1 ते 5.14.4	**5.14.1** Rule 11 : Fare - This rule authorizes the Licensing Authority to prescribe minimum and maximum limit of rates of fare. **5.14.2** The Committee is of the opinion that in this rule, it must be mentioned that thealgorithms used for distance and fare calculation etc. should be checked andvalidated for accuracy. Quality of this software application should be audited byStandardization Testing and Quality Certification (STQC) or any other agencyauthorized by the Ministry of Electronic and Information Technology (MEIT) on a one time basis. If, however, there is a change in the algorithm, then therevalidation and certification would be necessary. **5.14.3** This rule also stipulates that no minimum and maximum limit may be prescribed for vehicles with engine capacity of 2000 cc or more. The Committee is of the view that the vehicles having seating capacity 6 + 1, like Toyota Innova, Mahindra Xylo / Scorpio, Tata Aria / Hexa, etc. are having engine capacity which ranges from 2179 cc to 2494 cc costing between Rs. 10 to 16 lakh. In fact, these vehicles are very popular among the upper middle class segment of commuters and invariably hired when 6 persons are travelling together. They are not luxury cars but are quite popular among the upper middle class passengers for shared transport because of their affordability. **5.14.4** Hence, the Committee is of the view that in this rule, the figures and words “2000 cc or more” should be replaced by the figures and words “2500 cc or more or costing more than rupees twenty lakh (ex showroom price)”. This will ensure that luxury cars of lesser than 2500 cc engine capacity but costing more than Rs.20 lakhs are not included in the fare regulation regime.	समितीची शिफारस मान्य करण्यात येत आहे.
51	5.15.1 ते 5.15.5	**5.15.1** Rule 12 (1)(c) - Clause (c) of sub rule (1) of rule 12 gives open ended power to the Licensing Authority to suspend or cancel the Aggregator's license on receipt of any complaint from any passenger. **5.15.2** The Committee is of the opinion that, when thousands of driver owners are attached to any Aggregator and their bread and butter is linked with the existence of the Aggregator, the Licensing Authority should not be vested with the drastic powers of suspension or cancellation of the Aggregator's license on account of passenger complaints against one or two drivers. **5.15.3** In a large scale operation, some commuter complaints or grievances are bound to arise. The test of an Aggregator's responsible conduct and accountability would be whether it has constructively taken prompt corrective / remedial action or not. Hence, graded penalties on the Aggregators for specified acts	समितीची शिफारस मान्य करण्यात येत आहे.

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		of proven omission or commission of the Aggregator will be more appropriate. **5.15.4** Hence, if the Licensing Authority has reason to believe that some action is required to be taken against the Aggregator for specified acts of omission or commission, then it can be compounded and the composition amount may be forfeited from the security deposit. Needless to say, the deposit has to be recouped to the prescribed level within a specified time, say 7 or 10 days. **5.15.5** The Licensing Authority is always free to take action against any individual permit holder under the said scheme for valid reasons by suspending or cancelling his permit, but should not be vested with the drastic powers of suspending or cancelling the Aggregator's license for the reasons mentionedabove. If at all any extreme or extraordinary situation warrants any such action, for reasons to be specified in writing and after giving the Licensee adequate opportunity of being heard, the state Government may take such action. This issue needs to be thoroughly and carefully examined in view of its drastic implications and consequences.	
52	5.16	**Recommendation for addition of new provisions of the Maharashtra City Taxi Rules, 2017**	परि.5.16.3 व्यतिरिक्त अन्य शिफारशी मान्य करण्यात याव्यात.
53	5.16.3	**5.16.3.** Agreement of the driver with the Aggregator before issuance of permit.Licensing Authority, before issuing permit under the City Taxi Rules, 2017, must ensure that the driver owner produces a consent letter from the Aggregator with whom he proposes to get attached so that possibility of such drivers operating their vehicles under the City Taxi Scheme, 2017 without being attached to any Aggregator will be eliminated.	एकाच वेळी कोणत्याही एग्रीगेटर किंवा एकापेक्षा जास्त एग्रीगेटरमध्ये सामील होण्याचे स्वातंत्र्य असणे आवश्यक आहे. सबब,सदर शिफारस अमान्य करण्यात येत आहे.
54	5.19.1 ते 5.19.4	**5.19.1** The concept of dynamic pricing is not new and has been in operation in the hotel and airline industry since long. The pricing adjusts to the dynamics of supply and demand in a given business. If the demand surges, prices rise and suppliers rush in to take advantage of higher earnings and when the demand surge abates through satisfaction or withdrawal of a part of the demand, the prices fall. When the	समितीची शिफारस मान्य करण्यात येत आहे.

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		demand falls, suppliers are willing to accept lesser price or offer discounts to attract customers. When the demand-supply are at equilibrium, prices tend to be steady. The App-based taxi Aggregators operate on dynamic pricing in order to maximize their earnings. **5.19.2 Arguments of the Aggregators against a floor price:** **(i) Higher prices for riders -** A fixed floor price will prevent innovative lower fares during lean demand periods and hurt low-income riders. **Committee's View -** Low income riders do not necessarily wait for lean demand hours for a ride. Except for leisure commuters, viz. senior citizens and housewives, all commuters are purpose and time-line driven and will mostly travel during normal to peak demand hours. Hence, this argument is not entirely correct. As regards optimizing a driver's earnings during lowdemand periods, the Committee is proposing a “happy hour” discountbetween 12 noon to 4 pm which will apply to Aggregators' drivers as well. **(ii) Stifles innovation –** It removes an incentive for the operators to findoperating efficiencies and improve asset utilization. **Committee's view -** The data given by the Aggregators shows that only about 13 to 15% of the rides operate on surge prices, and the average priceof all rides at the base segment (comparable to black and yellow taxisexcept AC) is Rs. 17 per km. Interestingly, one of the Aggregators hadearlier given data showing only 3% rides on surge prices. Besides, from thepilot study done on Uber App, percentage of rides on surge prices has beenderived which is about 17% (Uber did not provide the information). Asregards the data provided by the Aggregators, there is unfortunately noindependent means to validate their authenticity. Assuming that 15 to20% of the total revenue comes from surge pricing, thus per km base fareseems to be about Rs. 14 per km. It is not exactly cheap vis-à-vis black andyellow taxis. If this is the price with all-too-obvious subsidies given by theAggregators, this innovative lower price cannot be accepted at face value asthe true demand-supply driven discovered price. Besides, a market andpricing system distorted by subsidies is neither a perfect market nor a fairone. 'No floor price' policy would definitely hurt the legacy segments andin the long term, may even hurt their own driver-partners. Due to fallingearnings of the drivers after reduction in the incentives given by the Aggregators, they have already resorted to strikes. Such market disruptions are certainly not desirable. Hence, very low prices	

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		which will be effectivelybelow – cost prices are not sustainable in the long run. (iii) True floor price can be lower than an artificially mandated floor price in a situation where multiple commuters have the same destination, viz., share taxi. **Committee's view -** There is nothing new in share-taxi concept. It is already operational on designated high demand routes for black and yellow taxis and auto rickshaws. The Aggregators can also operate on such routes onthe share-a-taxi principle as applicable to black and yellow taxis. Forunscheduled routes, they can identify the demand and operate throughtheir App within the price ceiling. Floor price will not come in its way. **5.19.3 Arguments of Aggregators against a price ceiling.** **(i) Reliability -** Our goal is to create a system in which a car is always available when one needs it, thereby creating a reliable alternative to private car ownership. **Committee's view -** Free inter play of supply-demand to discover the market price is a fine idea theoretically. But when supply is finite, if demandfar exceeds due to unforeseen demands, viz., in a crisis, open ended pricediscovery can be highly exploitative because everybody is in urgent need oftransport and even supply of the full contingent cannot match the demand.Supply rising to meet the demand due to rise in price or less urgent demanddropping out or finding alternate means are feasible only in normal peakdemands but not in a crisis when price tends to be exploitative due tofailure of market. Besides, in areas with low availability, even normaldemands also meet with surge pricing. This is also in a way a sign of animperfect / under - developed market. In such a situation, no ceiling onsurge pricing will be nothing but anti-consumer and not pro-market. Evenotherwise also, the data given by the Aggregators shows that almost theentire surge pricing happens within 3 times of the base price with bulk of itlying within 2 times. Even the MORTH committee has also advocated a pricefloor and ceiling for the App-based taxis. Most importantly, too high surgepricing will remove the incentive for not using private car, thereby negatingthe very argument advanced by the Aggregators. Hence, a price ceiling isdesirable and is not necessarily against reliability. Needless to say, the price ceiling needs to be setup in a manner that provides adequate scope for fee play of demand-supply to facilitate demand prioritization without hittingthe consumers hard. (ii) **Compensating drivers who serve high demand -** Drivers who serve duringpeak demand should be adequately rewarded to ensure efficient supply.	

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<tr><th>अ.क्र.</th><th>परिच्छेद क्र.</th><th>शिफारस</th><th>शासन निर्णय</th></tr>
<tr><td></td><td></td><td>Committee's view - Open ended surge pricing may reward the driver but is not necessarily in the interest of the commuters or to their liking. Ultimately, a driver should also work adequate hours to earn a decentrevenue package and not look up to making all his money through surgepricing. Balancing the interests of the consumers with the incentive for thedrivers and augmenting the supply side is the right and sustainable way togo. For the purpose of providing a level playing field to the black and yellowtaxi etc., the impact of the telescopic pricing recommended for them willalso be factored in for fixing the floor and ceiling fares for the App-basedtaxis.

5.19.4 In view of the above facts and arguments, the Committee has come to the conclusion that it is in everybody's long term interest to recommend a dynamic pricing model which fulfils the following 3 objectives.
(i) providing sufficient scope for the philosophy of dynamic pricing to operate in a manner that facilitates matching of supply with demand by the market forces;
(ii) protecting the commuters from exploitative pricing; and
(iii) Providing a level playing field to the other segments of the IPT sector.</td><td></td></tr>
<tr><td>55</td><td>5.24.1</td><td>Keeping the above facts in mind, the Committee recommends the following floor and ceiling in the fare structure of App-based Aggregator taxis, segment wise:

<table><tr><th>Sr. No</th><th>City Taxi Segment</th><th>Floor fare per km (Rs.)</th><th>Ceiling in fare per km (Rs.)</th></tr><tr><td>1</td><td>Base Standard</td><td>14.00</td><td>26.00</td></tr><tr><td>2</td><td>Mid Size</td><td>16.00</td><td>32.00</td></tr><tr><td>3</td><td>Premium</td><td>16.00</td><td>38.00</td></tr></table>It is clarified that the floor and ceiling will operate as the effective fare limits per km irrespective of the component wise values thereof.</td><td>सदर शिफारस अमान्य करण्यात येत असून त्याऐवजी काळया पिवळी टॅक्सीसेवेच्या भाडयाच्या 3 पट पेक्षा अधिक भाडे आकारण्यात येवू नये, असे सूत्र विहित करण्यात यावे.</td></tr>
<tr><td>56</td><td>5.24.2</td><td>Happy hour discount - The demand for IPT services during the early afternoon hours is low. The 'Happy hour' discount has been recommended at 15% of the basic fare for black and yellow taxis and auto rickshaws. The same level of discount should also be available on the App-based taxi services between 12 noon and 4 pm. In other words, the App-based taxi fare would fall below the floor price of Rs. 14 or 16 per km by 15% during 12 noon to 4 pm period.</td><td>शिफारस अमान्य करण्यात येत असून त्याऐवजी परि. 5.24.1 मधील निर्णया नुसार मान्य करण्यात येत आहे.</td></tr>
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57	5.25.1	The Committee does not wish to get into the domain of commercial arrangements between the Aggregators and their driver partners. However, we would like to make an observation that it is desirable that service charges are kept at moderate levels instead of keeping it high and then giving the drivers subsidies by other means.	कार्यकक्षेबाहेर समितीची शिफारस असल्याने अमान्य करण्यात येत आहे.
58	6.1 ते 6.25.5	Approach for working out a fare structure for auto rickshaw.	समितीची शिफारस मान्य करण्यात येत आहे.
59	7.1 ते 7.20.5	Fare structure for autorickshaw in Mumbai.	समितीची शिफारस मान्य करण्यात येत आहे.
60	8.1 ते 8.6.8	Welfare and Pension Schemes for Taxi and Autorickshaw drivers.	कार्यकक्षेबाहेर समितीची शिफारस असल्याने अमान्य करण्यात येत आहे.
61	9.1 ते 9.17.2	Miscellaneous Some issues not specifically dealt with in preceding chapters.	यासंदर्भात स्वतंत्रपणे निर्णय घेण्यात येईल.

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